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	2.	Only individed MiG-15s were back jet fig. During the se	parked at the nters were observed that the nterm were observed that the nterm is the nterm of the nterm and the nterm is t	e easter served o January	n end on the d	of the runds dispersal areas in the f	eas. eas. ence at W	n or 17's	swept-
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23/		The following 14 February:	g observation	is were n	ade at	the fleld h	etween 19	January	and
		19 January.	There was gro tivity was ob	ound fog served a	up to 1 t the f	O a.m. Betw	ween 11 a.i	** n. and l clouds.	p.m.,
		20 January,	Vo air activi	ty was o	bserved	in foggy w	eather.	*	
		21 January. I above the clo	Between 9 a.m osed cloud ba	and 1	p.m., s	went-back j	et fighter	rs flew i	n or
		22 January. lelaments of	Between 9 a.m two and flew	above th	e cloud	wept-back j s. There we	et fighter s a closed	rs took c	off in pase.
		23 January. I altitude of a Night flying	Between 11 a.	ers was	observe	d. The sky	was 6/10 d	15s at an	
		24 January 1 About noon,	Between 10 a. It began to r	n. and n	oon, the	ere was lig	ht air act	tivity.	
		25 January. I was parked at	lo air activi the eastern	ty was o	bserved the run	. The alert way.	flight of	four Mi	G-15s
		26 January, I	Between 9 a.m	and 3	p.m., t	here was a	9/10 over	east.	
*	• • • • • • • • • • • • • • • • • • • •	27 January, 1	here was no	air acti	vity in	rainy and	foggy weat	ther.	
		CLASSII	FICATION SECR	E T ,					

Approved For Release 2002/07/15 : CIA-RDP80-00810A000900790005-1 30 January, Intensive air activity was observed. There was a closed cloud base at an altitude of 500 to 600 meters and gusty wind. 31 January. Between 9:30 and 11 a.m., a few flights were made. There was a closed ceiling. 6 February. About 100 soldiers removed the snow from the runway. At 2 p.m., four MiG-15s of the alert flight, guarded by two sentries, were parked south of the east end of the runway. 8 February. No air activity was performed at 9:15 a.m. 11 and 12 February. No air activity was observed. During the night of 10 to 11 February, it had snowed. The snow cover which was 20 to 25 cm deep was rolled and the runway was marked by small fir trees on both sides. 13 February. At about 10 a.m., there was light air activity by aircraft which flew individually for about one hour and one Po-2 plane which circled over the field. Visibility was limited to 2 km. There was a closed cloud base at an altitude of about 400 meters. 14 February. There was intensive air activity at 7:15 a.m. Double sentries patrolled around the field. At 2 p.m., 15 aircraft were observed parked on the landing field at irregular intervals. The alert planes were also dispersed on a large space. At 2:30 p.m., 24 MiG-15s including 10 with auxiliary fuel tanks were counted on the field and aloft. 4. On 25 January, source observed that the gap in the fence on Wittstocker Allee was closed by a barbed wire fence which was about 1 meter high. The following observations were made at the field between 28 January and 10 Februarys 28 January. At about 9:30 p.m., it was observed that night flying was practiced by swept-back jet fighters. There was a closed cloud base at an altitude of

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300 to 400 meters and light rain. Only one plane was aloft at a time. It landed without switching its landing of, while the runway was divily lighted.

29 January, Between noon and 5 p.m., individual flights were made by MiG-15 and type-29 planes. There was a closed cloud base at an altitude of 300 to 400 meters and light rain. After taking off, the planes zoomed into the clouds. Night flying started at 6 p.m. and still continued at 10 p.m.

30 January, After 9 a.m., source observed that aircraft took off individually and in elements of two. There was a closed cloud base and a visibility of 10 km .L Air activity performed included individual flying, local flying, high altitude flights and firing at ground targets north of Storbeck.

31 January. No air activity was observed. There was a closed cloud base at a medium altitude. It rained after 1 p.m.

I Felmuary. No air activity was observed throughout the day. The sky was overcast and there were snowshowers and rain.

2 February.	Between	12:45	and	4:45	p	.M.	individu	al i	flights	were	nade	by	
aircraft_													
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and visibility of nore than 10 km. Night flying started at 5:30 p.m. and still continued at 9 p.m.

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3 February: Between 10:30 a.m. and 3:45 p.m., swept-back jet fighters with auxiliary fuel tanks practiced individual flights and blind flying. There was a closed cloud base. It snowed occasionally.
<u>A February</u> . In the afternoon, four MiG-15s and type-29 planes individually flew in or above the clouds for about 45 minutes. The closed ceiling was at an altitude of about 1,000 meters.
5 February Between 9 a.m. and noon, individual flights were rade by aircraft In the morning, there was a \$/10 overcast at an altitude of about 1,000 neters. There was a heavy snowshower at 12:45 p.m. The weather became better after 4 p.m. Air activity was discentinued at noon.
6 February. Shortly after 6 a.m., the engines of some planes were started. Between 9 a.m. and 3 p.m. individual flights were made by MiG-15 and type-29 planes
7 February Aircraft and 25X1 732 Y practiced firing at ground targets in the area north of Storbeck. Air activity discontinued at about 1:30 p.m.
8 February. No air activity was observed throughout the day. There were no clouds. At 8 a.m., there was ground haze and a temperature of 19 degrees centigrades below zero.
9 February. No flights were rade. There was a 3/10 overcast and very cold weather.
10 February. No air activity was observed. There was a closed cloud base, visibility of about 3 km, and 2 degrees centigrades above zero. Between 10 a.m. and 2 p.m., Fo-2s practiced flying in formations of three.
On 6 Tebruary, source observed that the gap in the fonce along Wittstocker 25X1 Allee was closed by a barbed wire fence. Truck was observed entering and leaving the field.
Comment. Neuruppin airfield is occuried by a fighter regiment. No change was observed in the occupation strength and the air activity at the field. The frequent flights in and above the clouds may indicate that rany pilots have reached an advanced status of training. Flying with Fo-2 planes was practiced by young pilots who had arrived at the field in the fall of 1952.

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